Ref: HB 11/4/17

Information Paper for LegCo Panel on Housing

Development near Choi Wan Road and Jordan Valley

BACKGROUND

The site near Choi Wan Road and Jordan Valley has been identified as a potential site to provide public and private housing. A "Planning and Engineering Feasibility Study for Development near Choi Wan Road and Jordan Valley" was completed in October 1998. The study confirmed the feasibility of the proposed housing development near Choi Wan Road and Jordan Valley. The development comprises both public and private housing and will accommodate 11,120 flats (6,560 public housing flats and 4,560 private housing flats) with a population of 35,100 persons.

2. The scope of the development near Choi Wan Road and Jordan Valley comprises -

(a) formation of building platforms of about 20 hectares and associated slopes and retaining walls;

(b) roadworks of about 3,900m in length, including road junction improvement works;

(c) footbridges and flyovers;

(d) drainage and sewerage works; and

(e) landscaping works;

A site plan showing the details of the proposed works is at Annex A.

PROPOSAL

3. We propose to upgrade **564CL** to Category A at an estimated cost of $1,779.4 million in money-of-the-day (MOD) prices to carry out the construction of site formation and associated infrastructure works for the housing development near Choi Wan Road and Jordan Valley. We intend to make a submission to the Public Works Sub-Committee (PWSC) on 14 February 2001.

JUSTIFICATION

4. A steady and sufficient supply of land for both public and private housing is necessary for meeting housing demand in the long term. The Director of Housing (D of H) plans to start construction of the public housing flats in Site 1 (3,520 flats) and Site 3B (3,040 flats) by mid 2003 and early 2006 respectively. The private residential sites at Site 2 (2,640 flats) and Site 3A (1,920 flats) are planned to be made available for disposal in mid 2004 and mid 2005 respectively. To ensure timely formation of land for housing developments, we need to start the site formation works in July 2001, followed by infrastructural works to be completed by stages by mid 2006.

ENVIRONMENTAL IMPLICATIONS

5. The project is a designated project under Schedule 3 of the Environmental Impact Assessment (EIA) Ordinance (Cap.499). In March 1999, the EIA Report for the project was endorsed by the Advisory Council on the Environment (ACE) with a condition that a review on the landfill gas hazard assessment including an additional investigation, particularly on the fault lines, and rigorous monitoring programme should be undertaken by the project proponent; and the EIA Subcommittee should be consulted on the proposed mitigation measures if problems were identified during the investigation. In April 1999, the EIA report for the project was approved under the EIA Ordinance, on the condition that, at the detailed design stage, we would review the landfill gas hazard assessment and reassess the viability, the exact alignment and the impacts of a fully enclosed conveyor belt system for the off site transfer of construction waste.

6. We have reviewed the landfill gas hazard assessment during the detailed design stage, and completed a final critical review in September 2000. The review report concluded that the risk associated with the landfill gas was low, as gas monitoring of the proposed development site indicated no significant migration of landfill gas from the Jordan Valley Landfill. We have also reassessed the viability of the conveyor belt system, and the revised conveyor belt system as well as its alignment was accepted by the Kwun Tong District Council in October 2000. We shall implement the measures recommended in the approved EIA report and the review report. We estimated the cost of implementing these measures to be $30 million. We have included this cost in the overall project estimate.

7. At the planning and design stages, we have considered measures to reduce the generation of construction and demolition (C&D) materials as much as possible. We will require the contractor to re-use the excavated material as filling material on site as far as possible.

8. We estimate that about 9.3 million cubic metres of C&D materials will be generated by the project. Of this, about 0.4 million cubic metres (4.3%) will be re-used on site whilst 8.8 million cubic metres of inert C&D materials (94.6%) will be disposed of as public fill in other construction projects and 0.1 million cubic metres of C&D wastes (1.1%) at landfills.

9. We will require the contractor to submit a waste management plan to the Director of Environmental Protect for approval. The waste management plan will include appropriate mitigation measures to avoid, reduce, re-use and recycle of C&DM. We will ensure that the day-to-day operations on site comply with the waste management plan submitted. We will control the disposal of public fill and C&D waste to designated public filling facilities and landfills respectively through a trip-ticket system. Contractors will be required to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, re-use and re-cycling of C&DM for monitoring purposes.

FINANCIAL IMPLICATIONS

10. The cost for the site formation and associated infrastructure works of the project is estimated to be $1,779.4 million in MOD prices.

PUBLIC CONSULTATION

11. We presented the findings and recommendations of the planning and engineering feasibility study to the Kwun Tong Provisional District Board (KTPDB) in October 1998. Members had no objection to the project.

12. We attended an Environmental Improvement Committee meeting of the KTPDB on 8 March 1999 to respond to member's questions about the impact of the landfill gas from the Jordan Valley Landfill on the housing development. We explained that, according to the completed qualitative landfill gas hazard assessment, the Jordan Valley Landfill did not pose a hazard to the development. We advised members that we would monitor and implement appropriate mitigation works, if necessary, throughout the detailed design stage.

13. We exhibited the relevant draft Outline Zoning Plan (OZP) for public inspection under the Town Planning Ordinance on 28 May 1999. During the two-month exhibition period, a total of 122 objections had been received. After giving consideration to the objections, the Town Planning Board decided not to propose any amendments to the draft OZP to meet the objections. The Chief Executive in Council approved the relevant draft OZP on 28 March 2000.

14. We consulted the Kwun Tong District Council (KTDC) on 27 January 2000 before gazetting the roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) and Water Pollution Control (Sewerage) Regulation (Chapter 358) respectively. Whilst members had no objection to the project, some members were concerned about the traffic situation in Kwun Tong district with the proposed increase of population from this development and other planned developments in the area. We explained to members that traffic impact assessments had been carried out, and we would provide improvement works to a number of roads and junctions in the area. Implementation of these works would ensure that there would be no adverse traffic impact. A plan showing the location of the proposed road improvement works which will form part of the project is enclosed at Annex B.

15. The roadworks were gazetted on 12 May 2000. The public raised no objection to the project during the gazetting period. The roadworks were authorized on 22 September 2000 under the Roads (Works, Use and Compensation) Ordinance (Chapter 370). The sewerage works were gazetted on 22 September 2000. The public raised no objection to the project during the gazetting period. The sewerage works were authorized on 22 December 2000 under the Water Pollution Control (Sewerage) Regulation (Chapter 358).

16. We further consulted the KTDC on 16 October 2000, and advised them of the outcome of a review of the landfill gas hazard assessment and the design of a conveyor belt system for transporting excavated material from the project site. The results of the landfill gas hazard assessment review indicated that the risk associated with landfill gas was low, as gas monitoring of the proposed development site indicated no significant migration of landfill gas from the Jordan Valley Landfill. Members had no objection to the project, but expressed great concern about the traffic situation in Kwun Tong district before the conveyor belt system was in operation and requested that the conveyor belt system should be in place before transporting excavated materials form the project site. We agreed that we would examine the possibility to advance the completion of the conveyor belt and reported the findings together with the traffic improvement measures at the Traffic and Transport Committee (TTC) of KTDC. We consulted the TTC on 16 November 2000. Members reiterated their great concern over the traffic situation and their request for early completion of the conveyor belt. In response, we agreed that we would examine the programme for the site formation works and also the possibility to use some other routes for transporting the excavated materials from the site. We also explained that a traffic impact assessment had been carried out and had concluded that the road system could cope with the traffic generated by the works. To address members' concern, we will impose restriction on the use of trucks for transporting the excavated materials prior to completion of the conveyor belt, including restricting the use to off-peak hours and the number of trucks.

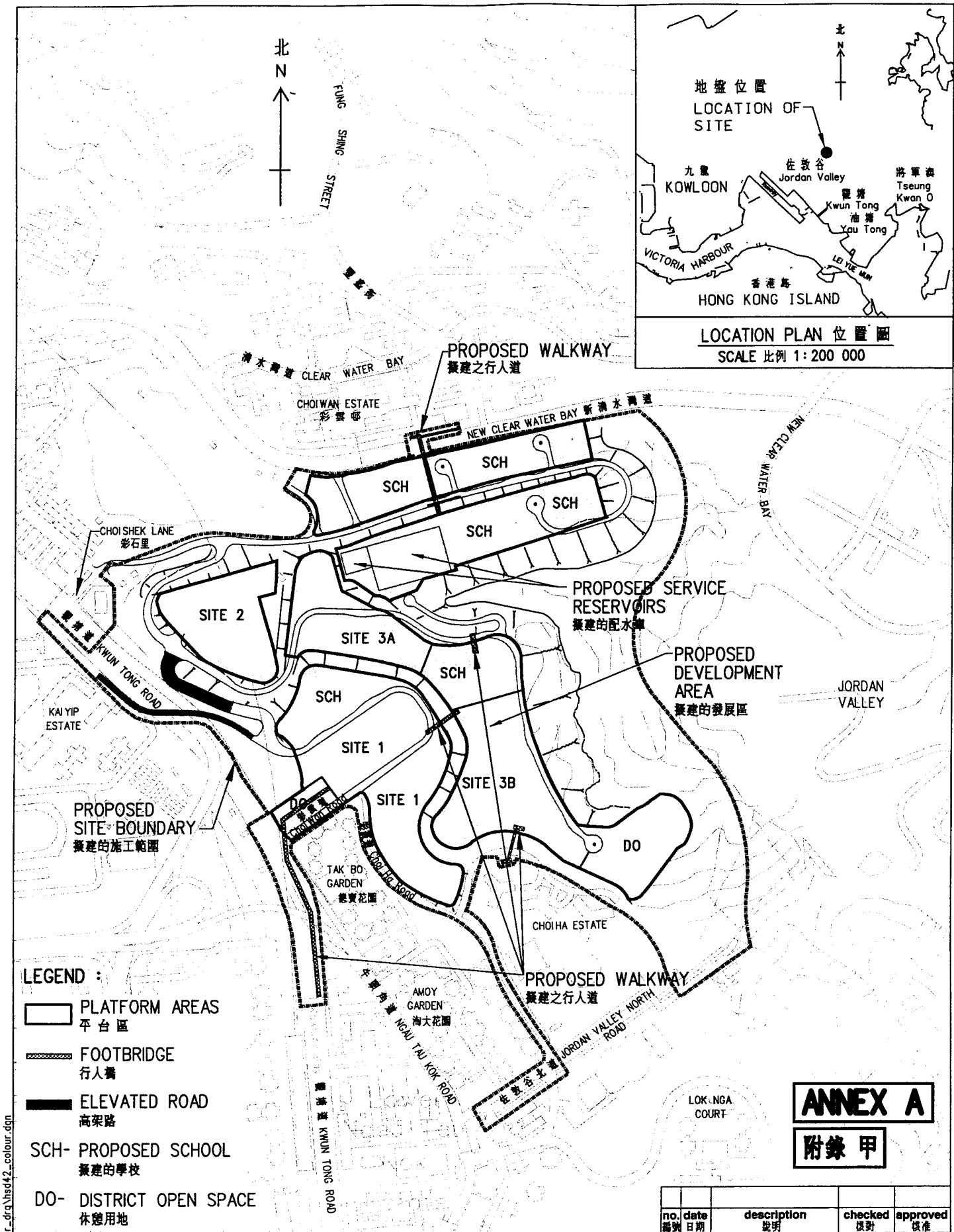
LAND ACQUISITION

17 The proposed works do not require any land acquisition. The clearance of the government land for the project will not affect any households. We will charge the clearance cost, estimated at $0.8 million to Head 701 – Land Acquisition.

ATTACHMENT

Annex A - Site Plan
Annex B - Proposed Road Junction Improvement Schemes

Housing Bureau
Government Secretariat
January 2001



ANNEX A
附錄 甲

no. 編號	date 日期	description 說明	checked 核對	approved 核准

title 圖則名稱

DEVELOPMENT NEAR CHOIWAN ROAD AND JORDAN VALLEY -SITE PLAN
彩雲道及佐敦谷發展計劃 - 工地平面圖

	name 姓名	initial 簽署	date 日期
designed 設計	L P LAM	(SIGNED)	28.12.2000
drawn 繪畫	W K WONG	(SIGNED)	28.12.2000
checked 核對	L P LAM	(SIGNED)	28.12.2000
approved 核准	M T LAW	(SIGNED)	28.12.2000

office HOUSING SITES DIVISION
CIVIL ENGINEERING OFFICE
土木工程處 房屋用地部

drawing no. 圖則編號
HSD 42

scale 比例
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OR
AS SHOWN

CIVIL ENGINEERING DEPARTMENT HONG KONG
香港土木工程署

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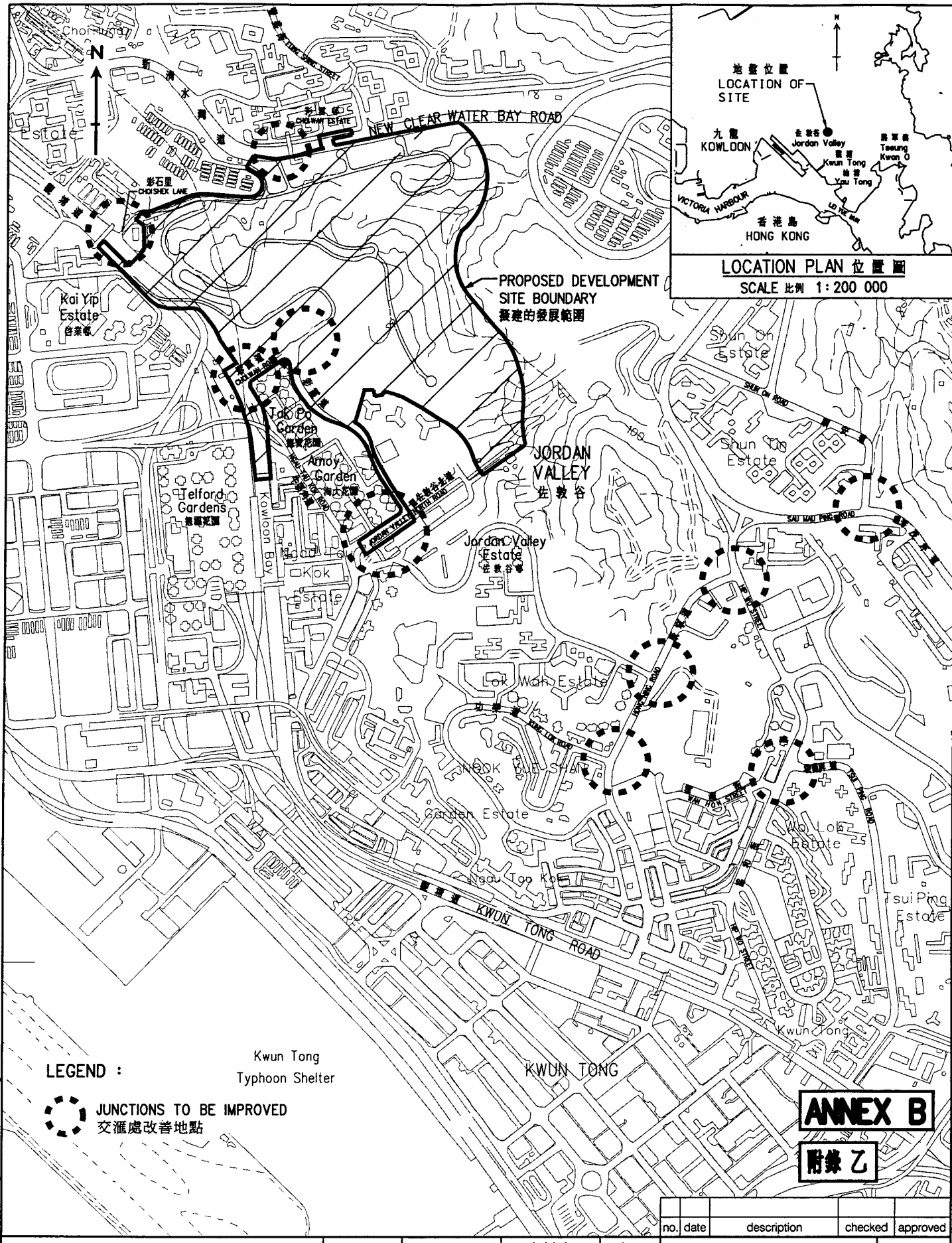

ANNEX B
附錄 乙

no.	date	description	checked	approved

title

DEVELOPMENT NEAR CHOI WAN ROAD AND JORDAN VALLEY-PROPOSED ROAD JUNCTION IMPROVEMENT SCHEMES
彩雲道及佐敦谷發展計劃
擬建的道路交界處改善計劃

	name	initial	date
designed	L P LAM	(SIGNED)	28.12.2000
drawn	W K WONG	(SIGNED)	28.12.2000
checked	L P LAM	(SIGNED)	28.12.2000
approved	M T LAW	(SIGNED)	28.12.2000

office HOUSING SITES DIVISION
CIVIL ENGINEERING OFFICE

drawing no. HSD 43

scale 1 : 12 500

CIVIL ENGINEERING DEPARTMENT
HONG KONG

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